boiled radishes is given to cattle with " cattle plague ". Donkeys are said to be susceptible to a very fatal disease.

Both cattle and camels are used in ploughing, the former usually in pairs and the latter singly. For the working of the wells, camels, cattle, donkeys, men and women, all combine, frequently in mixed teams, the animals being generally given a bunch of fodder at the top of the incline each time they reach it. Camels are also employed in turning the machines for extracting the simsim oil. The fact that fodder and water become more scarce north of the main Wadi necessitates a greater use of camels and donkeys are few and far between. Donkeys are uncommon also in the Wadi Maseila, for there is a three-day stretch without water in the middle of the Wadi, and below Buzun the flow is not perennial. Sheep and goats, however, are to be found everywhere, seeking their pasture under the care of women or girls.

Heald in his report states that no attention is paid to selection during the breeding season—which is usually in the early summer. With the sheep, one lamb is generally the average—although higher up in the Hadhramaut, amongst better pasture, ewes give two lambs. The sheep in the Meifa valley had black fleeces with the curly fat tails, although smaller than the Egyptian sheep. The goats are also smaller than in Egypt and originally came from the Yemen.

It was particularly noticeable in the Wadi Maseila that the live-stock were very much smaller than those elsewhere. The cows are little larger than a normal-sized calf, and the sheep and goats are also smaller than those in Du'an or to the north. The cattle are similar in size to those of Soqotra. The breeds of goats and sheep appeared to vary considerably over the whole country, but a black-and-white variety was the most common. His Highness the Qu'aiti Sultan has a few horses, both for riding and carriage work, and I saw one at Meshhed. There are probably not a dozen in the whole country.

Minor agricultural products.

Dates in the Hadhramaut are merely a hobby, and the entire local crop is consumed fresh during a season of two months, June and July. It may be recorded that a single date-tree in the Du'an valley sells from 400 to 1,000 dollars, many times its economic price. Dates form a staple article of diet and are therefore imported in large quantities.

The principal grain and other food crops are millet—*dirra* (great millet, *Sorghum vulgar*), *dukhn* (bullrush millet, *Pennisetum typhoideum*) and *keneb* or *msebeli* (Italian millet, *Setana italica*); lucerne; *jil jil* (sesame, not eaten by donkeys); *dijar* (a kind of bean); wheat (not eaten by donkeys or goats); and a little maize. The stalks are generically known as *qusab*, and the grain as *ta'm*. Hashish or grass is also grown for animals. The principal garden crops are sweet potatoes, onions, garlic, pumpkins, carrots, egg

241 plants, chillies, *faqu* (a kind of gourd, *Cucumis prophetarum* L.), and lubia. The fruits include limes, bananas, dates, pawpaws and a few grapes and pomegranates.

Speaking of the Meifa district, Heald states that "near the river the main cultivation was the date crops. The sesame did not receive any special cultivation than that given for the millets; the land was ploughed or broken up by the hoe and, after levelling down with a board, the seed was sown in holes at a distance of 18 inches apart; the crop being sown generally in September. The crop was manured with dung or fish, if available, and good results were obtained from liberal manuring; four or five waterings were generally given. The crop was ready for harvest in 3½ months, when the plants were cut down close to the ground and laid out in rows to dry; the plants were then shaken for the seed to fall out on a mat." Speaking of crops generally, Heald says, "All the crops, being from seed bred in and in, had become very poor as one might expect, and unless they import fresh seed from abroad, nothing can prevent the crops from becoming even poorer than they are at present."

Methods of Agriculture.

134 *Soil.*—Mr. Heald's remarks on the lahd in Asfal al 'Ain apply pretty generally to much of the land in the Hadhramaut. He says, "The soil was of an alluvial nature, and in general very light loam, devoid of humus and requiring heavy manure to produce good yields. The soil in most of the villages in the Meifa valley was alluvial; very thin and with a stony subsoil." In parts of the Wadi Maseila owing to the heavy vegetation there is more humus.

805 241 *Seasons.*—The seasons are arranged by the stars and called Summer (*Seif*), Autumn (*Kharif*), Winter (*Sheita*) and Spring (*Rabia*). From an agricultural point of view it is difficult to distinguish. Crops are often to be seen in all stages, sowing, grown and harvested. According to Heald, the summer crops are Italian and bullrush millet and tobacco, which is sown towards the end of the summer for transplanting in early winter. The winter crops are great millet, maize, lucerne, wheat, barley and all the vegetables.

241 ● 492 412 *Implements.*—The implements are few and primitive. A small plough is used for breaking up the surface of the soil. It consists of a sharpened piece of wood with an upright for the farmer to hold and press the 'share" into the soil. It is pulled by oxen or a camel. The hoe used has a pear-shaped head; sometimes the soil is levelled after ploughing by dragging a small board over the surface. Small curved knives are used in the tobacco nurseries for scratching up the soil. Heald saw a "weeder" which was very much like a chisel.

241 *Manures.*—Tobacco beds are occasionally treated with sheep dung, but the principal manure in the lower Hadhramaut is fish manure. As many as three small fish are put on the soil round each plant.

1: Ingrams G-5 (1934-35)1936 MM2 Hadhramaut MM2

CHAPTER VIII.

COMMUNICATIONS AND TRANSPORT IN THE HADHRAMAUT.

Roads and Road Transport.

Despite the fact that of late years the motor-car has become a familiar object in parts of the Hadhramaut, the camel and the ass are still the principal means of conveyance for man and goods in the country, and although the tracks suitable for cars are certain to be increased, the bulk of the interior trade will continue to be carried in the traditional Arabian fashion. Increase of motor tracks will, in fact, probably mean increased earnings to caravan men, as there will be more goods to distribute over short carries off the main routes.

The principal caravan routes are :—

Mukalla (donkey route)—Tila—Zemen as Saghir—Hisi—Dahma—Jol Ubeid—Wadi Du'an—Sif—Hajarein—Meshhed—Haura—Hauta (Al Qatn)—Shibam.

Mukalla (camel route)—Rashnid—Haj Bal Qabrein—Kheila—Wadi Du'an—Sif—Hajarein—Meshhed—Haura—Hauta (Al Qatn)—Shibam.

Mukalla—Gheil Ba Wazir—Sufeila—Nihār—Sāh—Shibam—Seiyun.

Mukalla—Harshiat — Tokhm — Bagha — Jirwit—Batha—Marsa Mukalla—'Umn 'Ainein—Bawerqat—Haura—Hauta—Shibam—Seiyun—Seheil Qibli—Tarim—'Einat.

Mukalla—Fuwwa—Kherba—Bahth—Yuwan.

Mukalla—Fuwwa—Kherba—Bahth—Kanina—Sidara.

Shihr—Gheil Ba Wazir—Ma'di—Reida—Had al Jabir—Herū—Mesenda—Tarim—Maseilat as Silma—Qahir—'Einat.

Shihr—Gheil Ba Wazir—Ma'di—Reida—Had al Jabir—Herū—Mesenda—Tarim—Seiyun.

Shihr—Ras 'Aqabat al 'Arsha—'Abul—'Ais—Gheil bin Yamīn—Herū—Wadi Na'r—Husn bin Dhoban—Tarim.

Seihut (camels only)—Al 'Ais—Semarma—Al Gheil—Buzūn—Teheir—Maqrāt—Al Qoz—Bin Qora—Morheih—Hanun—Bin Sheikh Nān—Hamir—Tabūrkum—Sena—'Qabr Hud—Fughma—As Som—Qasm—'Einat—Tarim.

Shibam—Husn al 'Abr—Nejran—San'a.

Shibam—Shabwa—San'a.

Shibam—Yab'uth—San'a.

There are also caravans to and from Merkha, Hadhina, Joba, Beihan, and Harib.

Caravans from Mukalla reach Du'an in about six days, and from Shihr and Mukalla arrive at the principal towns of the Wadi Hadhramaut in up to ten days. Caravans from Mukalla to Hajr take three days. Caravans travelling between Shibam and San'ā take fourteen or fifteen days over the journey with loaded camels.

It is four days journey from Shibam to Husn al 'Abr and five days from Husn al 'Abr to Nejran.

Routes from the coast are well provided with *siqayas*, or public fountains, near villages, and *qarifs* and *naqbas*, artificial pools and cisterns for rain-water, in the desert places. There are also of course many natural springs and water holes in the wadis. There are *muraba'as* (rest houses, called *madharab* in the low country and *sira* in the upper) at intervals approximately of a few hours' journey all over the principal routes crossing barren country. There are no definitely appointed stages, but caravans halt at places where they can graze and water their camels. They travel an average of six or seven hours a day.

From fifty to fifty-three thousand camels leave the camel park called Therb outside the west gate of Mukalla every year for the interior. From Shihr the number is from 30,000 to 32,000. These figures include 5,000 to 8,000 in the former case and 2,000 in the latter of camels carrying food for the camel-men. Camels for this purpose are provided at the rate of about two to ten loaded camels.

Departures from and to the coast take place almost daily except during the month of Ramadhan. During that month caravans leave Mukalla and Shihr in order to arrive at their destinations by the feast day. Departures from and arrivals at Shibam for and from the interior are not so frequent.

From four hundred to a thousand loaded camels a month enter Shibam alone from the coast. It is estimated that a thousand annually come from San'ā in three or four caravans, but, as stated elsewhere, there is an increase if there is a demand.

An estimate given of the number of camels from other parts of the Protectorate and other parts of the Yemen is fourteen caravans of 1,000 camels each arriving mostly during the winter and spring. Caravans from Nejran are rare.

The 1934 fares from Mukalla to Du'an were as follows:—

1. By donkey, *watā* and *'aser*, that is to say, riding over level country and over the rough and hilly places, standard rate, 15 to 16 dollars, but with variation according to weight, the limits each way being from 12 to 20 dollars.

2. By donkey, *watā*, i.e., riding only over the level country, standard fare, 10 to 11 dollars with limits according to weight of from 8 to 15 dollars.

Each passenger is allowed free transport of up to three *frasilas* (1 *frasila* = 20 lb.) of food.

3. By camel, *watā* and *'aser*, 10 dollars.

4. By camel, *watā*, 5 dollars.

There is no allowance for weight by camel but there is a free allowance of up to three *frasilas* of food.

The freight rates are: By camel, 10 dollars for 1 *bahar* of 20 *frasilas*; by donkey, 1½ dollars a *frasila*.

4: Ingrams G-3 (no date) 1935 MM2 Hadhramaut MM2

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HOUSE BUILDING IN THE HADHRAMAUT

W. H. INGRAMS

342 361 363 DURING a recent tour in the Hadhramaut my wife and I collected some notes on the building of houses. Each town in the country has its own individual characteristics. Although the houses of coastal towns are all of the familiar Arab type, built of stone rubble and whitewashed, there is a wide difference in the aspect of the towns themselves. Makalla, for example, is a miniature edition of Zanzibar—tall houses and narrow streets, sometimes not 6 feet across, while Shihr is a town of lower houses, wide streets, and open spaces.

361 342 353 In the Wadi Do'an the tall mud-built houses climb up the banks of the wadi. They are close packed, but it is in their interiors that they merit attention. The colour scheme is black and white and rusty red. Although there is practically no whitewash on the outside of Do'an houses the interiors of the better-class dwellings are spotlessly white. The ceilings of the rooms, which are lofty, are supported by carved pillars of *'elb* [1] wood, and all interior woodwork is of this material. The doors are set in wide heavily carved frames and the whole ornamented extensively with iron nails, 2 inches across the heads, burnished with lead, which shine like polished dollars. It is a modern development of Do'an houses that every room in the house should be provided with its own ablution room, and as a consequence they are really self-contained flats. The entrance door gives on to a passage into the flat, and there is usually not a door into the main living room but a Moorish arch either in the whitewashed wall or of stained *'elb* wood again studded with burnished nails. The ceiling is held up on rafters of *'elb* wood supported by the pillars previously referred to, the mud floor of the next storey above being laid over slats of date wood very attractively arranged in herring-bone pattern.

361 342 177 352 492 493 In Terim the principal feature is the large number of enormous dwelling-houses in a style copied from Malaya but built of mud bricks. The exterior of these houses is decorated with blue, green, yellow, and pink, which is not at all unattractive. Interiors are fitted with every up-to-date contrivance, electric light and fans, telephones, ice plants, and modern European conveniences in the bathrooms. Whereas in Do'an and Shibam there is scarcely a chair to be found these houses are replete with European furniture, albeit some of a rather florid style. Living in such houses as these one is struck at every moment with the reflection that there is hardly a thing in the house that has not had to be transported on camel back over the mountains for six days, and while I mention this it is worth recording that there are sixty cars in Terim itself, each of which has been transported in parts by twelve camels from the coast.

313 333 353 The principal structural detail that the wealthy Seyyids of Terim and Seyyun have to contend with in their building operations is the difficulty of getting long enough timber. The *'elb* or *sidr* tree trows to no great height, and although we found *'ariata* trees growing to 50 feet or more in height some days' journey down the Wadi Maseilah, they cannot be transported by

[1] The commonest Arabic name is *sidr*, *Rhamnus nabeca*.

B Pike N-4 (no date) 1940 MM2 Hadhramaut MM2

312 of a broad, gently sloping bedrock drainage surface. The plateau abounds in suitable rock surfaces, and they serve as catchment areas for occasional cloudbursts. Walls, six to eight inches high, fashioned of closely packed but uncemented rock fragments and slabs, are

[291 411 362]

FIG. 21—Bedouins of Wadi Hajr: Note the attire and appearance: bare feet or sandals; short sarong; cartridge belt; curved dagger; long, black, glistening, oily hair; ever present musket. To the stocks of their antiquated guns, goat skulls are frequently attached, as these are thought to provide greater rapidity than the original design.

laid out radially from the well so that surface drainage will converge on it from a wide area.

415 401 483 To transport water, Bedouins use bags of uncut goat skins, tied firmly at the leg and neck openings. For drawing well water, the skin is fashioned into a bucket and attached to a rope passing over a pulley in a crudely constructed scaffolding of palm logs lashed together with coconut-fiber cord. The bucket is raised and lowered by donkeys, cattle, or slaves, with the assistance of an appropriate harness. To augment the lifting power applied to each bucket, it is customary to excavate an incline downward from the mouth of the well, equal in length to the depth of the water table, and it is along such a trench that man and beast plod long, weary hours each day. When a bulging and leaking skin has been lifted slightly above the welltop, it is pulled over and lowered into a catchment basin connected with the local irrigation system.

THE CARAVANS

491 438 439 Many Bedouins, not engaged in agriculture or herding, find occupation in the camel transport system of the Hadhramaut. A man

B: Pike N-4 (no date) 1940 MM2 Hadhramaut MM2

usually owns one or two dromedaries and with these joins other tribal associates in moving cargo both to and from the coast. Flour, sugar, rice, tea, cloth, timber, and dates, in which the country is not self-sufficient, are brought to the Hadhramaut from distant lands

FIG. 22—The Sultan of Qishn, accompanied by three Bedouin councilors, is attired in a turban and wears a curved dagger in his belt. Mr. W. H. Ingrams is at the extreme right. Note the Bedouins' well formed features and general attire, especially the turning, which has been introduced by Hadhrami emigrants returning from the Malay States.

by sailing dhows and tramp steamers. A large part of the cargo, together with locally produced dried fish and fish oil, is distributed by caravan to the interior. Because exports—chiefly skins—are meager, the caravans must make their return journey empty or, at best, only lightly laden. The balance of exchange necessary to provide the excess imports is obtained from the remittances of thousands who have emigrated and are now living abroad, chiefly in the Malay States and along the east coast of Africa.

There are two methods of contracting for the services of a caravan and its many owners, each of whom insists on feeding, caring for, packing, and driving his own beast of burden—either by the day or for a fixed sum between certain points along a prescribed route. The latter plan is preferable, since it precludes any possible benefit to the camel owner from slow travel; but even with an incentive to progress he hesitates to push his animals more than 12 miles a day, and he is skilled in the fabrication of excuses. The men argue at great length about their respective loads before the morning start. A favorite maneuver is to put a slow camel at the head of the line. The inexperienced traveler may also be sidetracked by tales that no

8: Pike N-4 (no date) 1940 MM2 Hadhramaut MM2

pasture lies beyond a certain point; or at noonday halts the camels become "temporarily lost."

Moonlit nights are considered most desirable for travel. Camels are grazed wherever pasture is most abundant, regardless of the time of day—the heat may be intense—or the progress of the journey. This would not be necessary if small quantities of fodder, such as millet and hay, were carried. This practice, however, is not popular, owing either to custom or to what may be considered unwarranted expense, despite the fact that the animals could be maintained in superior condition and at the same time be worked harder to a degree that would more than offset the cost of purchased fodder.

On the march camelmen provide for their own maintenance with small amounts of dates, bread, coffee, and tea, which add little to the burden a caravan can transport. Therefore, provided the equipment of a traveling group is not too cumbersome and the personnel not too large, the unit can maintain itself on the march four or five weeks without replenishing supplies. Speed of travel will be governed by local grazing, water supply, and terrain, the condition of the camels, and the "temperament" of the caravan leader—an unknown usually capable of "adjustment."

In the caravans of those not strictly limited in resources, the donkey is invariably included because it is comparatively easy to ride and a more comfortable mount than a camel. Camels can be hired for 1.00 to 1.25 Maria Theresa dollars (the standard currency in the interior) a day and donkeys for about 1.00 dollar.

Bedouin "Warfare"

It is common knowledge that caravans have been both successfully and unsuccessfully raided; but just what tactics the Bedouins employ on such occasions is somewhat of a mystery. At 4.00 a. m. one day a small party was plodding silently through bushes and mist along a broad wadi bottom leading to the sea. Through a knowledge of the prevailing wind as revealed by ripple marks in the sand, the leader cautiously picked his way and at length found a faint trail incised in the bank. About 10.00 a. m. the caravan came to rest in the spotted shade of a leafless camel's-thorn for the customary noontime forage; and while the camels fed on the sharp, crunchy thorns, the Bedouins reclined on the sand in the meager shade of the dry branches.

Without apparent warning the whole camp was suddenly alive, for downwind had come a faint call, which one man had been alert enough to catch. The sharp-eyed Bedouins soon discovered two minute figures on the crest of a distant dune overlooking the caravan route ahead; and it was at once recalled that this route followed a tribal boundary between two groups now rumored to be unfriendly. The

21: Thomas T-5 (no date) 1932 MMS Hadhramaut MM2

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FIG. 1.—THE SANDS OF DARARA.

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FIG. 2.—SOUTH ARABIA QARA MOUNTAINS. FUEAH. LOOKING DOWN OVER IP (W. ARBOT).

P. 104 (A)

24:Meulen and Wissmann T-3 (1931)1932 MM2 Hadhramaut MM2

000 484 361 231 492 of the city. Before the gate is the Wādī Seded, where the sea has penetrated far inland and formed an inlet. Here on the beach the caravans camp as they travel to and from the interior. Hundreds of camels are kneeling in great circles, eating the food that lies in the centre. Other camels are being bathed and scrubbed down with sea-water, while still others are protesting with gurgling snarls against the treatment of some skin trouble or of big open wounds. There are donkeys here and there amongst them. Bedouins lie asleep wrapped [264] about in their cloaks or sit round a small fire eating out of wooden bowls their porridge of crumbled bread mixed up with a little fat. Some are busy with the difficult work of loading: after the freights have been weighed by lifting and then [372] divided, they are fastened on to the pack-saddles. Children are collecting into baskets the camel's dung which is of great value as fuel. The ground is swarming with the so-called camel-louse, which is really a sort of tick. The penetrating odour of the camels' urine and sweat hangs over this widespread, permanent bivouac.

487 312 We go inland along the bank of the Wādī Seded, which is here filled with sea-water, so as to cross, by making a big bend, behind the 1800 feet high rocky ridge of Makalla. On the left of the road, only a few miles from Makalla, there are groves of palm, with the white summer quarters of the Vizier and of the Sultan. Here is a spring from which, by means of a thin, iron pipe lying on the ground, water is carried to Makalla to provide the town with drink.

361 578 Two hamlets, el-Baqrēn and Baqērēn, with some cultivated fields, lie close to the frontier of the Sultanate of Makalla. There are two fortified towers on the road manned by soldiers, and not far beyond Baqērēn there stands a whitewashed piece of rock. Against the high wall of primary rock, rising up each side of the road, two white marks have been made to show even in the mountain region, where the land is at peace and where at war. No vendetta may be carried on nor ancient feuds settled by arms in or around the town.

CHAPTER XVI.

OVER THE DEYYIN PLATEAU.

1. THE HUMOROUS END OF AN EVENTFUL DAY.

The path lies behind a protecting spur of the mountain and we cannot be seen from the watch-towers of the enemy on the other side of the main wādī and of the side-wādī. Things become different when we reach the almost perpendicular part of the rock-wall, for we have hardly appeared from behind the spur when shots fall on the other side. We duck behind a rock and listen for the sound of more bullets. In order to find out whether they are really intended for us, we place a pith helmet above the edge of the rock; it immediately draws the enemy's fire. All this has a good effect on the caravan, which comes hurriedly after us, the guide running ahead and shouting to us to lie down. When they reach us, quite breathless, they tell us that sharp-shooters with good mausers are stationed on the other side of the wādī and that, from that range, they recently killed three men. Meanwhile our somewhat peculiar caravan joins us. It seems that we have four sayyids as escort; there is one young man for the camels and an older one to act as the responsible guide. He had refused to go alone and had induced Sayyid ʿAlī el-ʿAṭṭās after long persuasion to accompany him. Sayyid ʿAlī, who has a wife and child in ʿAmd and intended to stay there, has brought his son with him and has to give much of his attention to this small, three years old offspring, who is now a great hindrance to him. This infant sayyid sits pluckily on a camel [492] with both small hands clinging firmly to the long wooden pommel. To European eyes this looks more than dangerous on the zigzags of the precipitous rock-wall, but the Arabs

p. 207

491 cases new roads cut through difficult country. Nearly all roads are extremely rough, and surfaces are rarely repaired.

The following routes are open for motor traffic :

				Miles
Sheikh Othman	to	Lahej	.. .. ..	16
,, ,,	,,	Tor al Bahar	.. ..	64
,, ,,	,,	Museimir	.. .. ..	61
,, ,,	,,	Dhala	.. .. ..	88
Aden ..	,,	Zinjibar	.. .. ..	40
Zinjibar	,,	Ja'ar	.. .. ..	16
,,	,,	Al Husn	.. .. ..	16
,,	,,	Dirjaj	.. .. ..	17
,,	,,	Sheikh Abdulla	.. ..	6
,,	,,	Shuqra	.. .. ..	30
Shuqra	,,	Am Surra	.. ..	30
,,	,,	Lodar	.. .. ..	50
,,	,,	Mudia	.. .. ..	68
,,	,,	Am Quleita	.. ..	78
,,	,,	Ahwar	.. .. ..	76
,,	,,	Irqa (E. Aden Protectorate)		48

509 A regular air service by Aden Airways was maintained during the summer months between Aden and Mukeiras, and was used for transporting vegetables for the Aden market. Other existing landing grounds, which are used only by the Royal Air Force, are situated at Shuqra, Ahwar, Lodar, Dhala and Beihan.

492 Where no motors can yet penetrate the traffic of the country is carried on camel caravans, which still travel to Aden in large numbers, or in the more mountainous districts small donkeys are employed for both passengers and goods.

Eastern Aden Protectorate

653 The famine of 1948–49 showed the necessity for all-weather roads
491 for motor transport from the coast to the interior. In a grain shortage
499 camel transport is of little use, the camels becoming too weak from lack of fodder to be really dependable.

In 1949 a request for a Colonial Development and Welfare grant of £15,360 for the construction of all-weather roads to the Hadhramaut (Scheme D.1035) was approved and early in 1950 work began on the construction of drains, Irish bridges, culverts, and weeping bridges, on the Al Kaf road to the interior. In addition, the dangerous Maadi Pass on this road was reconstructed, and a large river-bed on the road between Mukalla and Riyan was successfully bridged saving some miles of detour. Attention was also given to the task of reconstructing the west road to Du'an and the Hadramaut to make it passable all the year round.

Later in 1950 approval was given by the Secretary of State for an additional £15,000 for the further improvement of internal com-

8:Gt. Brit., Colonial Office G-3 (1951-52)1954 MM1 Aden
Hadhramaut MM2

653 Their chief function is the construction and maintenance of state buildings and roads throughout the territories. In the main towns in the Qu'aiti State the department is responsible for the upkeep of the conduits bringing in water from springs outside. All air landing grounds, except Riyan, are maintained by the Public Works Department of the two States.

Chapter 10 : Communications

WESTERN PROTECTORATE

494 491 Increasing use is being made of motor vehicles. These are for the most part driven along sandy beaches, dry river beds or across open desert, but in some places tracks have been improved and in a few cases new roads cut through difficult country. Nearly all roads are extremely rough and surfaces are rarely repaired.

The following routes are open for motor-traffic :

	Miles
Sheikh Othman to Lahej	16
„ „ „ Tor al Bahar	64
„ „ „ Museimir	61
„ „ „ Dhala	88
Aden to Zinjibar	40
Zinjibar to Ja'ar	6
„ „ Al Husn	16
„ „ Dirjaj	17
„ „ Sheikh Abdulla	6
„ „ Shuqra	30
Shuqra to Am Surra	30
„ „ Lodar	50
„ „ Mudia	68
„ „ Am Quleita	78
„ „ Mahfid	145
„ „ Habban (Eastern Protectorate)	195
„ „ Said	196
„ „ Nisab	253
„ „ Beihan al Qasab	373
„ „ Ahwar	76
„ „ Irqa (Eastern Protectorate)	124

509 712 A regular air service by Aden Airways is maintained between Aden and Mukeiras. Other landing grounds, which are used only by the Royal Air Force, are situated at Shuqra, Ahwar, Lodar, Dhala, Beihan, Qoban (Upper Aulaqi Sheikhdom) and Sah (Upper Aulaqi Sultanate).

492 Where no motors can yet penetrate, the traffic of the country is carried on camel caravans which still travel to Aden in large numbers ; in the more mountainous districts small donkeys are employed for both passengers and goods.

205 There are no post offices in the Western Protectorate.